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GREENVILLE, KY., THURSDAY, NOVEMBER 16, 1911.

50c. PER YEAR, IN ADVANCE

NOVEL CLEARANCE CAR

SHOWS SPACE BETWEEN TRACK AND CLOSE-BY OBJECTS.

Remarkable Device Also Indicates Automatically, While Moving, the Elevation of the Rails and the Degree of Curvature.

The new clearance car, which is here illustrated, has just been placed in service on an eastern railroad line. It was designed in the office of the engineer of maintenance of way, and is being run over every division as rapidly as possible, in order to secure correct measurements of the distances from the track to projecting portions of station buildings, tunnels, bridges and other objects. It is also designed to indicate automatically, while moving on curves, the elevation of the rails and the degree of curvature.

The car, which is 54 feet 8 1/2 inches long over all, and 20 feet between truck centers, is built entirely of steel. At the front end of the car where the templates are located is a second floor at an elevation of nine feet eight inches above the top of the rails. Both floors are for use in taking measurements from the templates. The second floor is reached by steel stairways on each side of the main template.

All measurements are taken at the center of the steel truck, from which clearances are computed. The main template, which is erected directly over the center of the truck, has a width of ten feet between elevations of 17 feet and 12 feet above top of rail, exclusive of the fingers or feelers attached to the sides. From an elevation of 12 feet above top of rail the template recedes toward the middle of the car at an angle of 45 degrees, reducing with the width of the template to four feet at the top at an elevation of 18 feet above the top of the rail.

Immediately in front of the main template is constructed an auxiliary template, designed to measure overhead bridges, tunnels and other objects between elevations of 17 feet and 20 feet above the top of the rail. This auxiliary template has the same dimensions as that part of the main template between elevations 12 feet and 17 feet. It is supported on a center shaft enclosed in an upright cylinder and is capable of being raised to a height of 18 feet by a crank and ratchet arrangement on the floor of the car.

Inclosed in steel cylindrical boxes with translucent glass fronts facing the templates is a series of electric lights which extend from the floor of the car on each side thereof to a height of 15 feet above top of rail. The well distributed light thus obtained makes it possible to take measurements both day and night, as well as in dark tunnels.

The fingers or feelers attached to the sides and the top of the templates are two feet long and are placed six inches apart. They are hinged to the templates and held in the different positions by friction. Attached to the feelers and the side of the templates are graduated scales which indicate automatically the distance from the rim of the template to a side or overhead object. In addition, a small board equipped with a set of feelers spaced one inch apart has been provided to measure corners of roofs, of shelter sheds, or other irregular objects close to the track. This board is detachable, and can be fastened to the side of the template at any point desired. As the car passes over a curve, an attachment on the rear truck of the car indicates the degree of curvature on a scale inside of a cabinet, which has been erected in the middle of the car. In this cabinet is also an instrument consisting of a long pendulum, which indicates automatically the elevation of one rail of the track over the other. The side of this cabinet facing the main template has been provided with a plate glass window, which enables the operator of the car to read the degree of curvature and the elevation of the rail at any time.

With all of the attachment working automatically it is possible to take clearance measurements while the car is running at a speed of four miles per hour; this is necessary at times in order to keep out of the way of regular trains.

Though two men can operate the new clearance car, one taking the readings of the scales and the other recording them, where clearances are close and irregular it requires the services of three men.

When German Princes Travel. The Prussian railway administration, which spreads almost over the entire German empire, has just issued regulations granting new privileges to royalty in travelling. For the first time the princes are to have special trains at specially cheap rates, and while the ordinary traveler must pay for at least twelve places when he orders a special train, the prince will only be charged for the exact number of places he occupies.

Another regulation is that when a prince expresses a wish to travel in a particular compartment of an ordinary express the compartment must be placed at his disposal, and even where no wish is expressed the station master is to offer the prince a compartment to himself.

When princely specials are running, locomotives with steam up are to be kept in readiness at all the chief stations along the line of travel and the

total waiting rooms are to be kept ready whether the train stops at them or not. The prince's special, of course, takes precedence of all other trains, no matter at what cost in the way of delay to the latter.

Bridge Has Lasted Long. The construction of the concrete work for a new bridge being built over Catawissa creek, at Catawissa, to replace a bridge built in 1853, recalls the manner in which the work was done at the time. The Catawissa News Item says that W. G. Yetter, the engineer in charge of the work, recalls the erection of the former bridge, and says: "Nowadays they go down to bedrock for a foundation, but for him they merely scraped the bottom of the creek clear of small stones, then went up the hill and cut a lot of hemlock brush which were sunk to the creek bed and piled up until they showed above the water. Upon these foundation stones were laid. That pier has stood solidly ever since, and has been through some severe ice jams."

New Line in Simplon Tunnel. The board of control of the Swiss federal railroad has decided to have a second line constructed through the Simplon tunnel. So far traffic has not been sufficiently heavy to warrant the construction of a second line, but the Löttschberg tunnel with its two lines is now approaching completion and the international trains running through it from eastern France and from Germany will connect with the Simplon, with a consequent increase of traffic. The Swiss federal railway voted the money necessary to finish the second Simplon gallery as long ago as 1907, and it was expected that Brant, Branden & Co., the contractors for the tunnel, would carry out the work; but this has not been done, and tenders are now to be invited for the completion of the second gallery and the laying of the second line.

Growth of German Lines. It is now 75 years since the first railroad was introduced into Germany. The experiment was naturally on a modest scale, from Ludwigsbahn joining up Nuremberg to Furt. The six kilometers of 75 years ago have increased today to 60,000 kilometers, a kilometer being five-eighths of a mile, and it is claimed that Germany today possesses the finest railway system in Europe.

FINEST ENGINES IN WORLD

Contrast Between American Locomotives and Those Used in Europe Is Rather Startling.

The steel trust and the railroads may be roundly abused for the commission of every sin, reasonable and unreasonable, under the Sherman law, but there is one thing they must be credited with, and that is putting forth and operating the finest rolling stock in the world. American visitors abroad are quick to comment on the insignificant size and "queer" type of locomotives used by English and continental trains. One explanation is that the railroads of Europe have not had the prodigious liberty that those in America have enjoyed, that they have been hindered and circumscribed, even to the air space around the tracks. Often in England, roads, on encountering a common, instead of blithely building a track right through it, have been compelled to use a tunnel or a bridge, and consequently the engines have to be kept as small and compact as possible.

In contrast to the locomotives of Europe is Santa Fe engine No. 3000, which has just rolled out of the shops at Topeka, Kas. It is of the Mallet type, and is the largest locomotive in the world. It made its first trip a few days ago between Topeka and Emporia, but soon will be put to work more profitably, and why not? No. 3000 is one of fifty of the same type ordered by the Santa Fe. They will cost about \$50,000 each. By the use of the Mallet articulated locomotives an ordinary train may be hauled from Chicago to the Pacific coast, or vice versa, without a change of engines. They can haul ordinary trains up steep mountain grades, where under other circumstances the train would have to be shortened or more locomotives summoned. The Mallet locomotive is really a double engine, with two boilers, each with its own set of driving wheels. The result is that the engine is transferred into an articulated locomotive of double power without an increase in cost. No. 3000 is nearly 122 feet long and weighs 375 tons with its tender. It has ten pairs of driving wheels in two sets of five pairs each.

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